

# **CHAPTER EIGHT**

## **CONCLUSIONS AND RECOMMENDATIONS**

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### **8.1 INTRODUCTION**

Chapter Eight initially presents three community land use alternatives that were prepared to help the community identify and formulate a preferred community land use plan. The recommended community land use plan or land use pattern is Option 3. Following a public hearing concerning the draft master plan report, Option 3 was further refined to incorporate the insights and preferences of the Alpine Town Council, as well as the Alpine Planning and Zoning Commission.

Subsequently, other conclusions and recommendations that are presented in Chapters Three through Seven are presented on a topical basis. The conclusions and recommendations presented in Chapter Eight are brought together in one chapter to facilitate the review of overall municipal plan recommendations.

The order of presentation does not reflect any recommended priority for future implementation. The priorities associated with recommended actions are presented in Chapter Nine.

### **8.2 COMMUNITY LAND USE PLAN**

#### **8.2.1 General**

A community vision of future land uses is needed for Alpine to communicate:

- what type of investments the community believes are needed or desired in the community;
- where future land use development should generally occur; and,
- the geographical extent of desirable future land use expansion.

The communication of this general community vision is important to potential investors who may consider Alpine as a place to live, work and invest. The identification of general community vision enables future investors, from within and outside of the community, to better evaluate the compatibility of their personal and investment interests with the vision of the community.

A formally adopted community land use plan will also provide important rationale and guidance to the planned preparation of a revised zoning ordinance and related zoning map for the Town of Alpine. Established legal precedents in the United States make it clear that zoning and other land use controls must be tied to a municipal comprehensive plan or municipal master plan.

Pedersen Planning Consultants developed three alternate land use plans for consideration by the Town of Alpine. Each of these options takes into consideration future land use needs for residential housing, commercial facilities, public facilities, privately-owned community facilities, recreation and conservation opportunities, and public transportation.

The rationale associated with each of the three alternate land use plans is presented and discussed in the following paragraphs. Many of the land use recommendations refer to specific lots within existing subdivisions. Readers unfamiliar with the name and location of existing subdivisions may refer to Figure 4-2 in Chapter Four of this master plan.

## **8.2.2 Community Land Use Plan: Option 1**

### *8.2.2.1 General Land Use Pattern*

The general land use pattern reflected in Option 1 (Figure 8-1) envisions that the Town of Alpine will experience a growth in residential and commercial development, as well as expanded community and public facilities during the 2007-2017 period. Surrounding natural assets, regional and local employment opportunities, and abundant recreational opportunities can reasonably be expected to attract future investments in residential and commercial property.

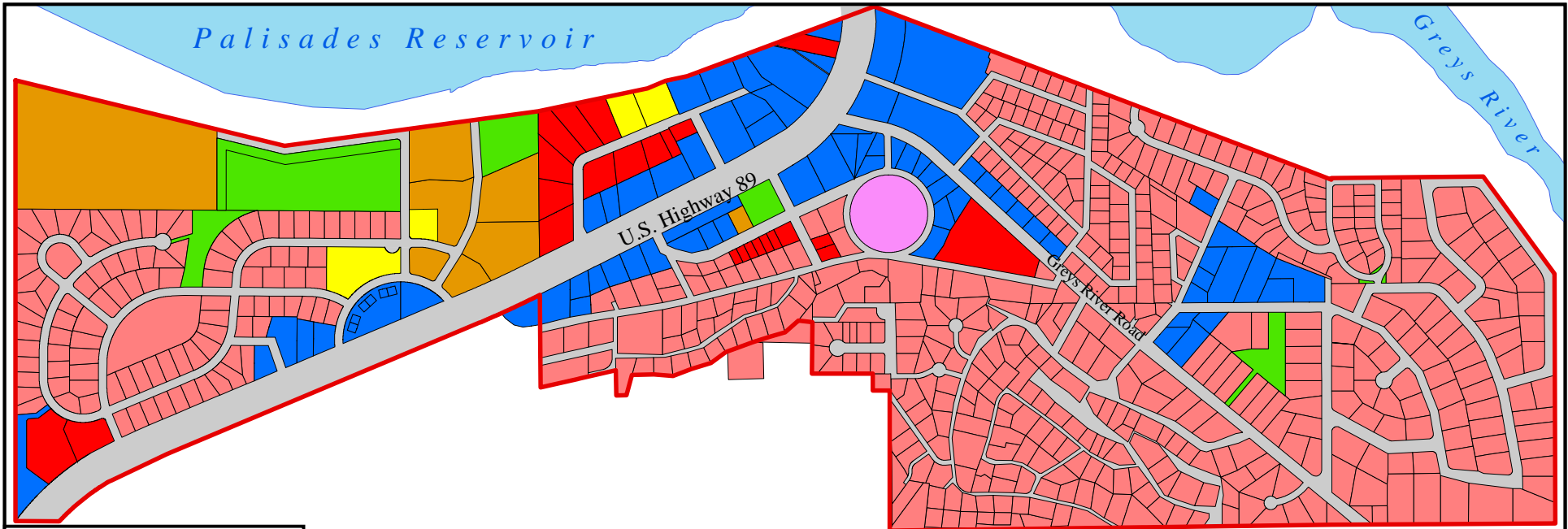
Option 1 promotes a continued concentration of highway commercial activities along the U.S. Highway 89 corridor, as well as along portions of Greys River Road. Regional economic trends do not suggest demands for industrial land uses within the community. Some commercial activities, e.g., storage buildings and heavy equipment yards, will be in demand to support a growing construction industry.

With an expanded resident population within and nearby the community, a greater demand can be expected for various types of public and community facilities. Option 1 encourages the use of vacant municipal properties north and east of River View Meadows subdivision.

A public transportation hub in the community's center is also envisioned to accommodate the construction of a small bus terminal, vehicular parking for bus passengers, and bus storage facility (Figure 8-1). These facilities are needed to support the transportation of a significant proportion of the local labor force to jobs in the Teton County economy. The eventual development of bus service within the community is also envisioned to encourage greater retail expenditures from the population living north of the community.

Greater accessibility within the community is also encouraged in Option 1 via a proposed community trail system (Figure 8-2). The trail system would enable increased accessibility to neighbors and friends, commercial services, as well as community and public facilities. Designated routes for seasonal snow machine and four-wheeler ATV traffic, as well as designated pedestrian, bike and cross-country ski trails, will help increase accessibility within the community. At the same time, these trails will also expand recreational opportunities and promote improved public health.



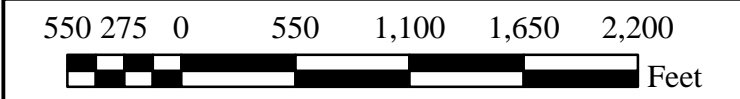
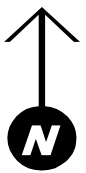


**Legend**

- Municipal Boundary
- Rivers and Lakes
- Roads

**Recommended Land Use**

- Community Facility
- Commercial
- Public Facility
- Recreation and Conservation
- Single Family Residential
- Multi-Family Residential
- Transportation



# Alpine Municipal Master Plan

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# Community Land Use Pattern Option 1 Alpine, Wyoming

Figure 8-1



#### 8.2.2.2 Residential

Most areas of the community that are designated for residential land uses include lots that are already used or intended for residential purposes, or in the general vicinity of existing residential areas. Proposed single-family residential areas primarily include privately-owned properties within established residential subdivision. Expansion of future single family residential development is envisioned and encouraged on undeveloped lots in the south and east parts of the community. This expansion will require the Town of Alpine to gradually extend its wastewater collection system to these areas.

A stable and growing construction industry, as well as sizeable proportions of young adults, seasonal residents, and retirees in the community, point to a continued need for multi-family housing in Alpine. Logical expansion areas for multi-family housing are situated north of U.S. Highway 89 in the Palisades Heights area.

Another area that could support future multi-family expansion area is lot 648 of the Lakeview Estates Subdivision, Tract C. This undeveloped lot, which is accessible from Greys River Road, could be developed into a multi-family residential complex.

#### 8.2.2.3 Commercial

Option 1 envisions that most commercial land uses will be concentrated along U.S. Highway 89 and Greys River Road. These lots have maximum retail commercial exposure to highway traffic and are easily accessible via the state highway and Greys River Road. Many of these lots are currently being used for commercial purposes and should remain in commercial land use.

The lots that represent commercial expansion areas include: 401 – 406 of River View Meadows, lots 301, 19D and 19E of River View Meadows, lot 1 of Alpine West and Palis Park 3A. All of these lots are adequately located for retail commercial businesses that require store front exposure.

Option 1 envisions that the current Town Hall location should eventually be used as commercial property because of its accessibility to U.S. Highway 89. Municipal administrative facilities do not require highway access to be serviceable to the community.

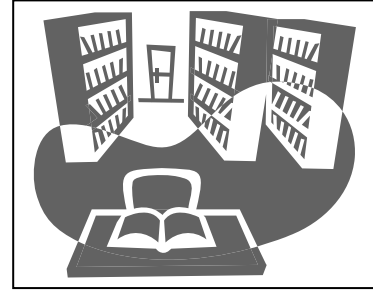
Twelve lots, within and in the vicinity of Kilroy Addition, represent a desirable commercial expansion area for commercial activities that do not require street frontage and convenient customer accessibility. Many of these lots are currently zoned C-1 commercial and are already used for commercial purposes such as contractor shops and storage buildings. These activities are considered to be suitable land uses in this area. The presence of a growing construction industry in the local economy will continue to generate a demand for these types of commercial land uses.

#### 8.2.2.4 Public Facility

Much of the eastern portion of the Alpine West subdivision is recommended for the development of future public facilities. The use of undeveloped parcels for public purposes is enhanced by municipal land ownership. This factor will enable more cost effective development of future public facilities.

Option 1 recognizes that the undeveloped lots in the Alpine West subdivision can be used to satisfy multiple public needs. Potential public facility needs include, at least, the following:

- the planned Alpine Child Development Center;
- expanded wastewater treatment facility;
- a new and larger town hall and municipal offices;
- a planned community library;
- a senior center; and,
- eventual development of a public elementary school;



#### 8.2.2.5 *Recreation and Conservation*

Most of the areas designated for future recreation and conservation are currently used for recreational purposes. Option 1 recommends one new recreation and conservation expansion area. A new recreation area is envisioned for a lot in the Alpine West subdivision that is situated immediately north of the River View Meadows Subdivision. The potential use of this lot for recreational purposes would enable the linkage of existing open space in the River View Meadows subdivision to adjoining, municipal-owned properties, as well as other public and private facilities through out the community.

The recommended construction of a community trail (Figure 8-2) through this property and other Alpine West lots could expand recreational opportunities for walking, biking and cross-country skiing in the community. The community trail would also enhance public access to the new ball field on the northwest side of Alpine West Subdivision.

The proposed development of a community trail system can provide a valuable recreational asset to the community. As stated earlier, this community amenity would also be beneficial to improved public health and local retail trade, as well as help sustain long-term property values.

#### 8.2.2.6 *Community Facility*

Option 1 recognizes that privately-owned facilities generally available for public use are important to the future growth and well-being of Alpine residents.

One area envisioned for the development of future community facilities is lot 28 of River View Meadows, and part of lot 4 in the Alpine West Subdivision (Figure 8-1). Lot 28 is located among residential lots and would serve as an ideal location for a community church, childcare center, or other community facility. This lot is not prime commercial space and could add to the appeal of the nearby residential area.

Cooperative efforts by the Town of Alpine and the Lincoln-Uinta Child Development Association have identified the southern portion of lot 4 in the Alpine West Subdivision, as well as the existing Snake River Drive right-of-way that borders the south side of this lot, to be the recommended site for the new Alpine Child Development Center. This municipal owned property represents a desirable location for this planned community facility.

Lots 1 and 2 in the Palisades Heights Subdivision are currently being occupied by the Morning Star Baptist Church. These lots represent a suitable location for continued community facility uses.

### 8.2.2.7 Transportation

As stated earlier, Option 1 recommends the establishment of transportation facilities near the center of Alpine. The need associated with the development of transportation facility is based upon the reality that many employed Alpine residents regularly commute to jobs in Teton County. Many already use public services that are presently provided by the START Bus system based in Jackson, Wyoming. The number of commuters that will likely work in Teton County during the next decade is not expected to decline, but only increase.

Option 1 proposes that the circular Lakeview Estates lot 650 be used as the community transportation hub. This property is envisioned for the development of a small passenger terminal that would include a community information kiosk, a small neighborhood park, a vehicular parking area for bus passengers, and a small bus storage/maintenance facility. The convenient accessibility of this site to U.S. Highway 89 and Greys River Road, as well as its proximity to proposed commercial areas, makes this site a logical location to support future transportation facilities.

A municipal bus system would use this facility to provide transportation for Alpine residents that presently commute to and from Teton County for work. The same facility could also support future bus services within Alpine and the unincorporated area north of Alpine. This link could encourage greater retail expenditures within Alpine, as well as greater accessibility to the community for elderly residents, youth, and visitors.

## 8.2.3 Community Land Use Plan: Option 2

### 8.2.3.1 General Land Use Pattern

The underlying growth assumption associated with the general land use pattern for Option 2 (Figure 8-3) is that the Town of Alpine will experience a growth in residential and commercial development, as well as expanded community and public facilities during the 2007-2017 period. Similar to Option 1, surrounding natural assets, regional and local employment opportunities, and abundant recreational opportunities can reasonably be expected to attract future investments in residential and commercial property.

Option 2 promotes a continued concentration of commercial retail, restaurants and accommodations, commercial services and some commercial offices along the U.S. Highway 89 corridor, as well as along portions of Greys River Road. Some commercial activities, e.g., storage buildings and heavy equipment yards, will be in demand to support a growing construction industry. However, these activities are not dependent upon immediate access from U.S. Highway 89.

Regional economic trends do not foresee demands for industrial land uses within the community. Quarry operations needed to support future construction activities are already in operation immediately south of Alpine.

A demand for various types of public and community facilities can be expected from a growing resident population within and nearby the community. Option 2 encourages the use of vacant undeveloped properties on the east side of River View Meadows and Alpine West subdivisions.





A public transportation hub is envisioned along Greys River Road to accommodate the construction of a small bus terminal, vehicular parking for bus passengers, and bus storage facility (Figure 8-1). This site is conveniently accessible to U.S. Highway 89 and Greys River Road.

Greater accessibility within the community is also encouraged in all three options via a proposed community trail system (Figure 8-2). The trail system is to enable increased accessibility to neighbors and friends, commercial services, as well as community and public facilities. Designated routes for seasonal snow machine and four-wheeler ATV traffic, as well as designated pedestrian, bike and cross-country ski trails, will help increase accessibility within the community. At the same time, these trails will also expand recreational opportunities and promote improved public health.

#### *8.2.3.2 Residential*

Similar to Option 1, most of the lots designated for residential land uses include lots that are currently used for residential purposes, or in the vicinity of existing residential areas. Single family residential areas, which are generally located away from U.S. Highway 89 and do not front the highway corridor, have convenient access to Highway 89. Potential single family expansion areas in the south and east parts of the community will require expansion of the municipal sewer collection system.

In Option 2, two areas of the community are envisioned for the future development of additional multi-family residential housing.

1. Within Palisades Heights Subdivision, existing multi-family housing should continue. The gradual conversion of several undeveloped lots and improved single-family residential properties should be encouraged. This area is conveniently accessible from U.S. Highway 89, and within walking distance of nearby commercial retail establishments.
2. In the southeast corner of the River View Meadows Subdivision three lots adjacent to River Drive are desirable for potential multi-family housing. Such housing might include residential apartments, duplexes, or townhouses. The development of these lots as multi-family residential, instead of single family or commercial, establishes a buffer or transition between the adjoining single family neighborhood and the proposed commercial area along River Drive.

#### *8.2.3.3 Commercial*

Similar to Option 1, Option 2 envisions commercial land uses to primarily occur along U.S. Highway 89 and Greys River Road. These lots have maximum retail commercial exposure to motorists traveling through the community, as well as Alpine residents leaving and returning to the community. Many of these lots are currently being used for commercial purposes and should remain in commercial land use. The lots that represent commercial expansion areas include lots 401 – 405 in the River View Meadows Subdivision and lot 648 of Lakeview Estates Subdivision, Tract C.

Lots 401-405 in the River View Meadows Subdivision provide potential retail commercial users with excellent store front exposure and immediate access to the busiest road in the community. This area is further enhanced by additional pedestrian traffic that may be realized from the resident population of River Meadows Subdivision, as well as future public facilities in the Alpine West Subdivision.

Lakeview Estates C, lot 648 is suitable for commercial development because of its proximity to existing commercial uses, central location and convenient accessibility. Suitable commercial uses may include neighborhood retail services that are not primarily dependent upon highway traffic for its customer base.

Twelve lots in the vicinity of Kilroy Addition represent a potential opportunity for the development of additional commercial facilities that do not require highway access or more visual shop frontage. Most of these lots are already zoned C-1 commercial and used for commercial purposes. Commercial uses such as contractor shops and storage buildings are considered to be suitable land uses in this area. The presence of various contractors and tradesman in the local economy can be expected to generate increased demands for this type of land uses.

#### *8.2.3.4 Public Facility*

In Option 2, future public facility expansion is encouraged in two areas of Alpine. These areas include:

1. Lots 1,3,4,6,7, and 8 in the Alpine West subdivision; and,
2. Lot 650 in Tract C of the Lakeview Estates Subdivision.

Undeveloped parcels in the Alpine West Subdivision area are envisioned to satisfy the demand for various public services. Potential land uses on one or more of these properties could include a community library, an expanded wastewater treatment facility, senior center, and an eventual public elementary school.

Option 2 assumes that the existing Alpine Town Hall could be converted into a community library. The existing childcare operation would remain, or eventually support some small commercial office, service, or retail establishment.

A new Alpine Town Hall and municipal offices would eventually be constructed on lot 650 of Tract C in the Lakeview Estates Subdivision. The construction of a new Town Hall would enable the development of needed floor space to support future municipal administrative activities and public meetings. A more central location of the Town Hall would also enhance accessibility to this facility by the general public.

#### *8.2.3.5 Recreation and Conservation*

Most of the areas designated for recreation and conservation in Option 2 are currently being used for recreation purposes. An important addition is the incorporation of two parcels in the Alpine West Subdivision.

Similar to Option 1, a community trail for pedestrians, bikes, and cross-country skiers is envisioned within the area. This portion of an overall community trail system would, as stated earlier, provide access to the municipal ball field, as well as other land uses in the community. A separate trail for snow machines and ATVs would also pass through this area (Figure 8-2).

Additional acreage for recreation and conservation is reflected in Option 2. This additional land area would also enable the development of a combination of public recreational facilities such as a children's playground, picnic area, skate board park facility, as well as a seasonally, groomed cross-country ski track for beginning cross-country skiers. The development of a seasonal ice skating area and adjoining outdoor sitting area with an outdoor gas fireplace, as well as public restroom facilities, would also provide an informal gathering place for persons using the recreational area, as well as other persons passing through this area via snow machine, bikes, and cross-country skiers.



#### 8.2.3.6 Community Facility

The development of privately-owned facilities generally available for public use is also incorporated into Option 2 (Figure 8-3).

The site for a planned Alpine Child Development Center is reflected in the southern portion of lot 4 in the Alpine West Subdivision. This project is a cooperative project that will be constructed by the Town of Alpine and the Lincoln-Uinta Child Development Association.

Lot 28 in Alpine Meadows is located on the east side of the existing residential neighborhood. This site would serve as an ideal location for a church, child care facility, or other community facility.

Lots 1 and 2 in the Palisades Heights Subdivision are currently being used by the Morning Star Baptist Church. Option 2 recognizes that these lots represent a suitable location for continued use by the church or other type of community facility.



#### 8.2.3.7 Transportation

Option 2 envisions the construction of a community transportation hub located on lot 3A of the Palisades Park subdivision. Lot 3A is envisioned for the development of a small passenger terminal that would include a community information kiosk, a small neighborhood park, a vehicular parking area for bus passengers, and a small bus storage/maintenance facility. The convenient accessibility of this site to U.S. Highway 89, as well as its proximity to proposed commercial areas, makes this site a logical location to support future transportation facilities.

### 8.2.4 Community Land Use Plan: Option 3

#### 8.2.4.1 General Land Use Pattern

Option 3 is generally comparable to Option 2. However, unlike Options 1 and 2, the land use pattern comprising Option 3 introduces the concept of mixed residential-commercial development near the center of the community (Figure 8-4). Option 3 also envisions a greater amount of land area for future community facilities.



Option 3 similarly assumes that the Town of Alpine will continue to be attractive for future residential and commercial investment during the 2007-2017 period. Surrounding natural assets, employment opportunities and abundance recreational opportunities is expected to stimulate such investments.

#### *8.2.4.2 Residential*

Most of the lots are designated for residential land uses include lots that are currently used for residential purposes, or in the general vicinity of existing residential neighborhoods. Most of the areas designated for single family residential uses are situated within existing residential subdivisions. The potential expansion of single-family housing in the south and east parts of the community will require an extension of the municipal sewer collection system to attract a “build-out” of homes in these areas.

Future multi-family residential expansion is envisioned for selected lots in the Palisade Heights Subdivision. Some lots in this subdivision remain undeveloped. Other opportunities may be realized as some single-family residential properties are converted to multi-family housing.

The potential opportunity for developing mixed residential housing and commercial complexes on lots 648 and 650 of Lakeview Estates, Tract C, is also identified. Multi-family housing could be provided on a second or third floor of one or more residential-commercial complexes. Commercial retail establishments could be established on the ground floor of these facilities. Option 3 contends that these two sites are amenable to mixed residential and commercial development in light of their central location in the community, convenient access to U.S. Highway 89 and Greys River Road, as well as the proximity to commercial facilities and proposed transportation hub.

Mixed residential and commercial development is also recommended for the Strout Subdivision, as well as several properties along Greys River Road. All of these properties are conveniently accessible via Greys River Road.

#### *8.2.4.3 Commercial*

Option 3 retains a concentration of commercial activities along the U.S. Highway 89 corridor. Most of these lots are currently being used for commercial purposes and should remain in commercial land use.

Some commercial expansion is envisioned along Greys River Road that has some exposure to resident vehicular traffic, as well as visitor traffic that is destined for recreational opportunities in the adjoining national forest. As stated earlier, lots 648 and 650 of Lakeview Estates, Tract C, offer potential opportunities for smaller mixed residential and commercial projects. Ground floors of these complexes could be used to accommodate small business offices, commercial services, and neighborhood commercial retail operations.

Similar to Options 1 and 2, 12 lots within and in the vicinity of Kilroy Addition represent a potential opportunity for an expansion of commercial facilities that can, in part, support the needs of the construction industry. This area is ideal for commercial uses that do not require prominent shop frontage and convenient customer accessibility. Many of these lots are currently zoned C-1 commercial and are already used for commercial purposes. Commercial uses such as contractor shops and storage buildings are considered to be suitable land uses in this area.

#### 8.2.4.4 Public Facility

Option 3 provides a greater amount of land area to support the development and operation of future public facilities. Recommended public facility areas include undeveloped municipal properties in the Alpine West Subdivision, as well as lots 401 through 406 in the River View Meadows Subdivision.

Potential public facility development in these areas could include the construction of a combination of public facilities such as:

- a new and larger town hall and municipal offices;
- an expanded wastewater treatment plant
- a community library;
- senior center; and,
- public elementary school.

#### 8.2.4.5 Recreation and Conservation

Most of the areas designated in this land use category are currently being used for recreation purposes. Option 3 envisions the same range of potential recreational opportunities for undeveloped lands in the Alpine West Subdivision that are outlined in Option 2.

A community trail for pedestrians, bikes, and cross-country skiers is envisioned within the area. This portion of an overall community trail system would, as stated earlier, provide access to the municipal ball field, as well as other land uses in the community. A separate trail for snow machines and ATVs would also pass through this area (Figure 8-2).

Additional acreage for recreation and conservation along the northern side of Alpine West Subdivision would also enable the Town of Alpine to develop a combination of public recreational facilities such as a children's playground, picnic area, skate board park facility, as well as a seasonally, groomed cross-country ski track for beginning cross-country skiers. The development of a seasonal ice skating area and adjoining outdoor sitting area with an outdoor gas fireplace, as well as public restroom facilities, would also provide an informal gathering place for persons using the recreational area, as well as other persons passing through this area via snow machine, bikes, and cross-country skiers.



#### 8.2.4.6 Community Facility

Option 3 recommends somewhat greater land area for future community facilities, or privately-owned facilities that are generally available for public use. Non-profit organizations are often able to obtain financial resources to address community demands for one or types of community amenities, e.g., community library.

Potential expansion area for future community facilities is envisioned for some undeveloped parcels in the Palisade Heights Subdivision, as well as other properties that may eventually be converted to community facility uses.

Similar to Options 1 and 2, lot 28 in River View Meadows is considered as a potential expansion area for a new church, childcare center, or other community facility.

Option 3 also recognizes the selected site for the planned Alpine Child Development Center. Cooperative efforts by the Town of Alpine and the Lincoln-Uinta Child Development Association have identified the southern portion of lot 4 in the Alpine West Subdivision, as well as the existing Snake River Drive right-of-way that borders the south side of this lot for the new Alpine Child Development Center. This municipal owned property represents a feasible location for this planned community facility.

Lots 1 and 2 in the Palisades Heights Subdivision are currently being used by the Morning Star Baptist Church. These lots represent a continued opportunity for the operation of existing and future community facilities.

Lot 3 of the Alpine West Subdivision also reflects a planned community facility. The construction of a new community library is slated for completion in 2007.

#### *8.2.4.7 Transportation*

Like Option 2, Option 3 envisions the construction of a community transportation facility on lot 3A of the Palisades Park subdivision.

Lot 3A is envisioned for the development of a small passenger terminal that would include a community information kiosk, a small neighborhood park, a vehicular parking area for bus passengers, and a small bus storage/maintenance facility. The convenient accessibility of this site to U.S. Highway 89, as well as its proximity to proposed commercial areas, makes this site a logical location to support future transportation facilities.

A municipal bus system would use this facility to support future transportation services for Alpine residents that presently commute to and from Teton County for work. The same facility could also support future bus services within Alpine and the unincorporated north of Alpine. This link could encourage greater retail expenditures within Alpine, as well as greater accessibility to the community for elderly residents, youth, and visitors.

### **8.2.5 Recommended Land Use Pattern**

Each of the three alternate land use plans present a reasonable land use pattern that could be adopted as the Town of Alpine's community land use plan. The primary elements of each plan are, in many ways, similar. However, there are subtle differences in each alternate plan that were used to arrive at a preferred community land use plan. It is also fair to conclude that selected concepts in each plan could possibly be adopted to form one or more land use plan options that may be more desirable to the Alpine Planning and Zoning Commission or the Alpine Town Council.

With that perspective, Option 3 is recommended as the most desirable land use pattern for Alpine. A somewhat larger site is available for the establishment of a central transportation hub facility. At the same time, potential multi-family and commercial expansion areas are also made available in Tract C of the Lakeview Estates Subdivision. The designation of a greater amount of land area in the Alpine West Subdivision for recreation and conservation will facilitate the future development of a broader range of recreational opportunities for Alpine residents.

## 8.3 POTENTIAL ANNEXATION OF SELECTED LANDS NORTH OF ALPINE

### 8.3.1 Recommended Areas for Future Annexation

This municipal master plan makes frequent reference to the potential annexation of selected lands north of Alpine. The potential opportunity for annexation is prompted by planned residential and commercial development, as well as continued residential expansion in various rural residential subdivisions in the unincorporated areas.

From the standpoint of the Town of Alpine, the more attractive annexation opportunities include (Figure 8-5):

- Alpine Meadows
- the planned Snake River Junction project near Alpine Junction;
- the Best Western Flying Saddle property; and,
- Rinehart property on the northeast side of Alpine Junction.
- Hafeez property between U.S. Highway 26 and Alpine Meadows project.
- Landis property between U.S. Highway 26 and Alpine Meadows project.



Anticipated population growth and planned commercial activities can clearly generate a new source of retail sales and property tax revenues for the Town of Alpine. With or without annexation of these areas, future residents and visitors associated with these development projects will clearly make use of various public and private services in Alpine. Consequently, it is prudent for the Town of Alpine to gain some economic benefits in return.

While the potential annexation of these areas will generate additional costs to municipal government, the significant costs associated with construction of the expansion of the wastewater treatment plant, expanded water supplies, and new water transmission lines can be recovered, in part, with the imposition of impact fees to appropriate developers of these three projects. The recommended approach to establishing impact fees is discussed in Chapter Seven. Grant funds from the Water Development Commission, the State Land and Investment Board and Wyoming Business Council can continue to be pursued for costs associated with planning, engineering design, and construction.

### 8.3.2 Other Potential Annexation Areas

There are other potential annexation areas north of Alpine that eventually may be desirable to address potential groundwater quality issues. Informal discussions with several persons familiar with the unincorporated area north of Alpine suggest that groundwater supplies in some rural subdivisions, e.g., Leon Livingston and Blue Lake Subdivisions, may eventually be impacted by inadequate soil-based wastewater treatment on smaller residential lots. It is important to note that these conditions have not been verified or confirmed as part of the master plan effort for the Town of Alpine.





The potential incorporation of other selected subdivisions north of Alpine would also generate capital improvement costs that would be necessary to construct water distribution and sewer collection systems, as well as a potential expansion of municipal water supplies. It is doubtful that homeowner associations in these areas would be able or willing to raise the financial resources necessary to address these financial impacts. Consequently, it is believed that the annexation of other areas is not in the best interest of the Town of Alpine at the time of this report.

Should future circumstances prompt interest by the homeowner associations of one or more rural subdivisions north of Alpine, the Town of Alpine could consider investigating potential grants from the Water Development Commission, the State Lands and Investment Board, and Wyoming Business Council. Potential grant funding could be used for the planning, design and construction of potential water and sewer improvements.

#### **8.4 EXPAND HYDRAULIC CAPACITY OF MUNICIPAL WATER SYSTEM**

A hydraulic analysis of the entire water system is needed to confirm the adequacy of existing water storage facilities, the transmission system and water distribution system. An engineering firm acquainted with Alpine's water system should be retained to make this analysis and report any potential deficiencies in the hydraulic capacity of existing groundwater wells, water transmission and distribution systems, fire flows, and water storage. The hydraulic analysis should also consider system capacities in the context of anticipated water demands within the present municipal boundary, as well as the areas north of Alpine that are recommended for annexation to the Town of Alpine.

#### **8.5 EXPAND MUNICIPAL WASTEWATER SYSTEM**

As stated earlier, the municipal wastewater system would desirably be expanded with, at least, two improvements:

1. Extension of the wastewater collection system to remaining unsewered areas of the community in south and east Alpine; and,
2. Expansion of the existing wastewater treatment facility to serve unsewered areas within the present municipal boundary, as well as the recommended annexation areas.

At the time of this report, the Town of Alpine has already applied for a \$9 million federal mineral royalty capital construction account grant to the State Lands and Investment Board to support both of these projects (Matthews, 2006).

The implementation of both of these projects is essential to achieve residential and commercial expansion opportunities within the present municipal boundary, as well as the three recommended annexation areas north of Alpine. It is important that both projects are closely coordinated with Alpine residents.

#### **8.6 ENHANCE ATTRACTIVENESS OF U.S. HIGHWAY 89 CORRIDOR**

U.S. Highway 89 is the primary vehicular access to Alpine. It is essential that this highway corridor is sufficiently attractive to draw future vehicular traffic off of the highway and people into local retail establishments.

The attractiveness of the commercial area along the U.S. Highway 89 corridor is dependent upon a combination of factors such as the future level of service, effective and convenient points of vehicular access, available vehicular parking, available opportunities for pedestrians, bicyclists, and snowmobile enthusiasts, a unified landscaping theme, and adequate snow storage area during the winter.

The availability of a 200-foot highway right-of-way through Alpine enables the Town of Alpine and WYDOT to work cooperatively to improve the attractiveness of the highway commercial area and, at the same time, accommodate a future widening of the highway corridor. In order to achieve these objectives, frontage roads could be constructed within the existing right-of-way along both sides of U.S. Highway 89 corridor. Vehicular access points to the frontage roads and nearby vehicular parking areas at each retail establishment would ideally be, at least, 300 feet apart along both sides of the highway. These improvements will help reduce future traffic congestion and the maintenance of an acceptable level of service, i.e., service level C, through the Town of Alpine.

The establishment of a more unified landscaping theme along the highway corridor through Alpine is also needed to create a more attractive retail environment. In selected right-of-way locations, existing aspen trees need to be combined with wild flowers and shrub plantings. Railroad ties, other wood material, and rock can be used to define and draw attention to landscaped areas and vehicular access points. These concepts need to be incorporated into a related landscaping plan that should be prepared for the corridor.

Landscaped areas within the highway right-of-way can also be used to enable alternate modes of travel through the highway corridor. Trails or walkways associated with the recommended community trail system for pedestrians, bicyclists, cross-country skiers and snow machines can also be designated to encourage resident and visitor access to retail establishments along U.S. Highway 89.

In terms of future traffic safety, the installation of intersection street lighting at selected locations of heavier use and within speed zone transitions could offer some significant safety benefits. One potential location might be the U.S. Highway 89/Riverside Drive intersection which is situated along a horizontal curve on the southwest fringe of Alpine. Such improvements should be considered by the Wyoming Department of Transportation.

## **8.7 DEVELOP A COMMUNITY TRAIL SYSTEM**

The earlier presentation and evaluation of alternate land use patterns includes a recommendation for the development of a community trail system (Figure 8-2). The recommended community trail system would provide recreational opportunities for walking, biking and cross-country skiing, as well as snow machine and ATV travel, along designated trail routes within the community. Motorized and non-motorized travel modes would be separated to facilitate public safety and potential user conflicts.



Development of this community amenity will enhance accessibility within the community. In turn, improved accessibility can be expected to yield social, economic, recreational and health benefits, as well as help sustain long-term property values.

## **8.8 DEVELOP A PUBLIC TRANSPORTATION FACILITY**

The earlier presentation and evaluation of alternate land use plans (see section 8.2) recommends the development of a public transportation facility. This facility is needed to support the transportation of commuters working in the Teton County economy, as well as eventually encourage bus transportation within the existing community and recommended annexation areas.

The Town of Alpine should initially examine the cost and feasibility of establishing and operating its own municipal bus system. This community amenity would be attractive to persons desiring to live in Alpine and commute to work. The same service would also encourage greater retail expenditures within the community.

Available services such as the planned Alpine Child Development Center might also make use of this service to transport clients to the center. In turn, the Center could pursue grant funds to provide some financial resources that could be used, in part, to help sustain bus system operations.

The Town of Alpine could pursue federal and state grant funds for, at least, initial construction of the transportation facility.

## **8.9 REVISE ZONING ORDINANCE AND RELATED ZONING PROCESSES**

The existing zoning ordinance related zoning map should be revised by the Town of Alpine following adoption of this municipal master plan by the Alpine Town Council. A planning firm should be retained to complete this assignment and coordinate relevant work tasks with the Alpine Planning and Zoning Commission, Town Attorney, and the Alpine Town Council. The general scope of issues that should be addressed in this revision are presented in Chapter Seven of the municipal master plan. Using the general guidance of this municipal master plan, the municipal zoning map should also be revised to facilitate the future land management responsibilities of the Town of Alpine.

## **8.10 PREPARE AND ADOPT SUBDIVISION REGULATIONS**

Noticeably absent from Alpine's municipal codes is a set of subdivision regulations. These regulations are necessary to guide the future development of undeveloped properties within the existing municipal boundary, as well as potential annexation areas, that are being subdivided to accommodate future land uses. In their absence, future land use development may be incompatible with existing municipal roads, municipal water and sewer systems, and other quasi-public utility systems within the community. When this occurs, the reliability and efficiency of supporting utility system operations and maintenance may be jeopardized.

The implementation of subdivision requirements involves an effective subdivision review process and the application of effective and reasonable development standards for subdivision design and construction. The regulatory or land management objective should be to enhance the quality of land use development in Alpine to sustain property values. At the same time, site and facility development standards should be reasonable to ensure that Alpine remains attractive to future private and public investment.

A planning and/or engineering consultant should be retained by the Town of Alpine to prepare subdivision regulations. If feasible, the combined use of selected planning and engineering consultants is preferred to ensure careful consideration of both the regulatory process, as well as appropriate site and facility development criteria and standards.

### **8.11 PREPARE AND ADOPT IMPACT FEES**

As land use expansion continues to occur north of Alpine, some land developers, landowners, and municipal representatives have recognized that some unincorporated areas may be desirable for potential annexation into the Town of Alpine. Regardless of the variable community perceptions concerning desirability, annexations of improved residential and commercial properties into the Town of Alpine would generate increased costs to the municipality. The costs would be derived from, at least, the potential extension of water transmission and distribution lines, wastewater collection lines, a potential expansion of the wastewater treatment plant, as well as increased police protection. The extent of these costs would depend, in large part, to the financial resources allocated by landowners and/or developers for these improvements.

The potential imposition of exactions, e.g, impact fees, is one approach to obtaining the financial resources necessary to implement these improvements. An exaction is a condition or financial obligation imposed upon land developers or landowners to help municipal government provide public services. Further, exactions are a financial contribution, payment or land donation that is required as a precondition to approval of a land development project (Freeman, Shigley and Fulton, 2005).

An impact study report should be prepared that, at least, discloses relevant population growth and land use expansion assumptions, planned capital improvements and anticipated costs, the method used to calculate impact costs for each property or area under consideration for annexation, and the recommended impact fee calculations for each development project or area. This report and related impact fees should be re-examined about every two years to ensure that land use expansion and population growth assumptions remain valid.

The preparation of a municipal impact fee ordinance is also recommended to establish and clarify the purpose of the impact fees to the general public and private developers. The scope of the ordinance should also include a description of the process and procedures associated with:

- how impact fees will be calculated and collected; and,
- how collected impact fees will be applied to relevant capital improvement projects.

### **8.12 ENCOURAGE DEVELOPMENT OF A SMALL CONFERENCE FACILITY**

The development of a conference center would need to incorporate a combination of meeting rooms, visitor accommodations, dining facilities, and supporting technology services. The development of an ancillary conference center that is established as part of a local hotel appears to be more feasible.

As stated earlier in Chapter Five, there are two actions that the Town of Alpine could pursue to encourage the development of a small conference facility.

- The Town of Alpine should initially confer with the owners of the Best Western Flying Saddle to inquire whether or not ongoing re-development efforts of this facility might address the criteria required for IACC membership. If so, the Best Western Flying Saddle should be encouraged to pursue membership in the IACC.
- If the Best Western Flying Saddle has no interest in pursuing this market and/or their facility could not support small conferences, a second option is for the Town of Alpine to encourage a potential future developer of visitor accommodations in the vicinity of Alpine to orient their potential investment project toward the development of an ancillary conference center.

### **8.13 DEVELOP A COMMUNITY PARK ON MUNICIPAL PROPERTY IN THE ALPINE WEST SUBDIVISION**

The Town of Alpine should prepare a conceptual site plan and related facility master plan for the development of a community park and related outdoor recreational opportunities. The community park should be located on a vacant municipal property in the Alpine West Subdivision that is situated between Buffalo Drive and the municipal wastewater treatment plant site.

Future plans for the community park should encompass a combination of public recreational facilities such as a gazebo, children's playground, picnic area, skate board park facility, as well as a seasonally, groomed cross-country ski track for beginning cross-country skiers. The development of a seasonal ice skating area and adjoining outdoor sitting area with an outdoor gas fireplace, as well as public restroom facilities, would also provide an informal gathering place for persons using the recreational area, as well as other persons passing through this area via snow machine, bikes, and cross-country skis.

### **8.14 PREPARE A RECREATIONAL MASTER PLAN**

The preparation of a municipal recreational master plan should be prepared for the Town of Alpine. The plan would further refine conceptual recreational plans presented in the municipal master plan, identify needed improvements to existing recreational sites, as well as determine other recreational facilities that are envisioned for recommended annexation areas north of Alpine.

The recreational master plan would desirably outline conceptual site plans, design standards and order-of-magnitude cost estimates for the development of each recommended recreational site or facility, e.g., community park. Options to the future management of these facilities would also be examined to determine a cost-effective approach to the future operation and maintenance of municipal recreational facilities. The annual cost of operating and maintaining municipal recreational facilities would also be calculated to incorporate anticipated costs into future municipal budgets.

### **8.15 INCREASE FINANCIAL SUPPORT FOR FIRE SUPPRESSION AND EMERGENCY MEDICAL SERVICES**

The Town of Alpine should increase its annual financial support to the Alpine Volunteer Fire Department. Annual contributions toward these essential services should be, at least, \$40,000 to enable AVFD to meet annual operating costs.

In FY 2005, AVFD received \$26,000 from the Town of Alpine, \$40,000 from Lincoln County, \$6,000 from the Alpine-Bonneville Fire District, as well as additional \$4,000 in ambulance bill service receipts. AVFD estimates that the department requires about \$95,000 to operate its equipment, provide adequate volunteer training, and secure required liability insurance. An additional \$6,000-\$7,000 is needed to obtain workmens' compensation, as well as accident and accidental death and disability insurance from the municipal liability pool. Consequently, greater financial support is needed from the Town of Alpine, Lincoln County and other public agencies.

### **8.16 ENCOURAGE DEVELOPMENT OF A COMMUNITY LIBRARY**

A facilities and service needs assessment of the Lincoln County Library System was completed and adopted in May 2005. One of three priorities outlined in the assessment was: "Provide better service in the Star Valley area through improvement of the existing Afton Library and expansion of the library system".

The assessment identified various communities in Star Valley where another Star Valley library could be located. These communities included Thayne or Alpine, or a library in both Thayne and Alpine. The assessment stopped short of recommending a preferred option. Rather, it concluded that a prerequisite to further action by the Library Board was the adoption of a resolution by the Lincoln County Commissioners to provide financial support for property acquisition, the construction and/or remodeling of existing buildings, library furnishings and a book collection, as well as sustained funding for library operations (Lincoln County Library System, 2005).

The option to place a library in Alpine assumed a service area that would include Alpine, Etna, and Freedom. The assessment anticipates that an Alpine library location would include roughly 610 registered patrons that are presently registered at the Star Valley in Afton.

Since the publishing of the draft municipal report, the Lincoln County Board of Commissioners elected to build a new 3,600 square foot library facility on lot 3 of the Alpine West subdivision. This property is owned by the Town of Alpine. Completion of the library facility is anticipated sometime in 2007. Consequently, this community development objective is already being realized because of the continued efforts of Alpine residents to encourage this project and the commitment of resources by the Lincoln County Board of Commissioners.